

**Aviation Safety Investigation Report
199602326**

**Boeing Co
B737
Boeing Co
B737**

25 July 1996

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199602326 **Occurrence Type:** Incident
Location: Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Thursday 25 July 1996
Time: 1033 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-377
Aircraft Registration: VH-CZE **Serial Number:** 23657
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Adelaide SA
Departure Time:
Destination: Sydney NSW

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-376
Aircraft Registration: VH-TAK **Serial Number:** 23485
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Coolangatta QLD
Departure Time:
Destination: Sydney NSW

Approved for Release: Monday, October 14, 1996

A Boeing 737 (B737) aircraft was being radar vectored onto final approach to runway 16R at Sydney from a right base, whilst another B737 aircraft was already established on a straight-in approach from 4,000 ft to runway 16L. The aircraft being radar vectored was given an initial instruction to turn right onto 060 degrees and descend to 3,000 ft, followed by a further instruction to turn right onto 130 degrees to intercept the 16R localiser.

However, this instruction was given late, resulting in the aircraft passing through the runway 16R extended centerline at 3,500 ft, conflicting with the leading B737, already established on final to runway 16L. The crew of the following aircraft had the other aircraft in sight at all times. At their closest point, separation was reduced to 1.2 NM laterally and 700 ft vertically. Instructions were then issued to both aircraft to resolve the conflict.

